

FINAL REPORT

STRATEGIC **R****EGIONAL** **ARTERIAL**

ILLINOIS ROUTE 23

McHenry/DeKalb County Line to U.S. Route 14

July 9, 1996

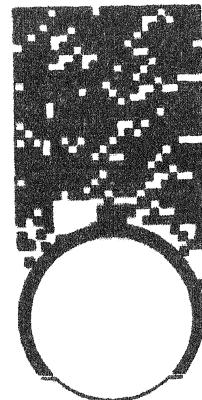
By:

 DAMES & MOORE / MCE

For:



**Illinois Department
of Transportation**



**Operation
Greenlight**

FOREWARD

Illinois Route 23 is a Strategic Regional Arterial (SRA) from the DeKalb/McHenry County Line to U.S. Route 14. This SRA report for Illinois Route 23 has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Dames & Moore/MCE.

As an SRA route, Illinois Route 23 is intended to function as part of a regional arterial system. This report is one element of a long-range plan for all routes in the SRA network. Together, the suite of route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and low cost improvements, and documentation of the public involvement process conducted, including citizen comments.

EXECUTIVE SUMMARY

The Illinois Route 23 SRA was divided into three sections for study purposes. Recommendations have been developed for each route section as summarized below. This corridor is under the jurisdiction of the Illinois Department of Transportation.

Section 1: DeKalb/McHenry County Line to Ratfield Road

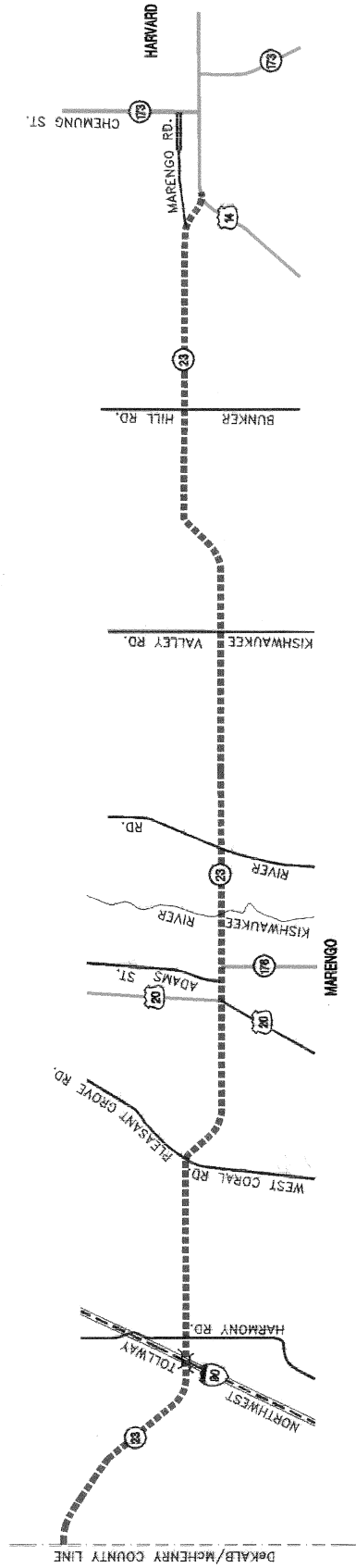
- Develop two 12 foot lanes in each direction, a 42 foot grass median, and adjacent 10 foot aggregate shoulders within 160 feet of right of way; the rural farmland preservation cross section.
- Modify structure number 056-0011, the Interstate 90 overpass.
- Modify structure number 056-0046 over Coon Creek.
- Construction of an interchange between Interstate 90 and Illinois Route 23 should be evaluated as conditions warrant.

Section 2: Ratfield Road to River Road

- Two alternate routes, or bypasses, were evaluated for section 2:
 - The primary alternate consists of rerouting traffic around the town of Marengo. The alternate begins at Ratfield Road and continues in a northeast direction in order to connect with Deerpass Road. The alternate will continue along Deerpass Road and will tie back into Illinois Route 23 at a location north of the City of Marengo. The standard rural farmland preservation cross section would be provided for the entire length of the alternate. The right of way would be 160 feet. It would consist of two 12 foot lanes in each direction, a 42 foot grass median, and adjacent 10 foot aggregate shoulders.
 - The secondary alternate begins at Pleasant Grove Road where it continues west to Meyer Road. It then uses Meyer Road and Ritz Road until Ritz Road terminates proceeding north. At this point a new alignment will be necessary to continue over the Kishwaukee River and to tie back in with Illinois Route 23 at a location north of the City of Marengo. This alignment would also require 160 feet of R.O.W. for the rural farmland preservation cross section.
- Modify structure number 056-0010 over the south channel of the Kishwaukee River.
- Modify structure number 056-0009 over the north channel of the Kishwaukee River.

Section 3: River Road to US Route 14

- Develop two 12 foot lanes in each direction, a 42 foot median, and adjacent 10 foot aggregate shoulders, the rural farmland preservation cross section. This cross section requires 160 feet of right of way.
- Realign Busse Road and Olbrich Road to provide right angle intersections at Illinois Route 23 when signalization is warranted.
- Realign the east leg of Dunham Road when signalization is warranted. This would align the east and west legs perpendicular to Illinois Route 23.
- Evaluate the need for a traffic signal at U.S. Route 14 based on the projected ADTs.



LEGEND	
	CROSSING
	SRA ROUTE
	SRA ROUTE
	INTERSTATE HIGHWAY

CORRIDOR MAP - ILLINOIS ROUTE 23

FIGURE i-2